



*Rec'd 6/4/93*  
DEPARTMENT OF THE NAVY  
COMMANDING OFFICER  
USS WHITE PLAINS (AFS 4)  
FPO SAN FRANCISCO 96683-3033

5750

Ser AFS4/ 0341  
MAY 14 1993

From: Commanding Officer, USS WHITE PLAINS (AFS 4)  
To: Director of Naval History (OP-09BH)

Subj: COMMAND HISTORY 01 JAN 92 TO 31 DEC 92

Ref: (a) OPNAVINST 5750.12E

Encl: (1) USS WHITE PLAINS (AFS 4) Command History for 1992

1. Enclosure (1) is forwarded in accordance with reference (a).

*R. Y. Weber*  
R. Y. WEBER

USS WHITE PLAINS COMMAND HISTORY  
CHRONOLOGICAL ORDER OF EVENTS

Jan 01, 1992	New Year Begins
Jan 02, 1992	Holiday Routine Ends
Jan 08, 1992	Supply Maintenance Assessment Begins
Jan 09, 1992	Supply Maintenance Assessment Ends Successfully
Jan 11, 1992	Ship's Picnic at Polaris Point
Jan 14, 1992	Ship Conducts Fast Cruise
Jan 15, 1992	Petty Officer Frocking and Advancement Ceremony
Jan 17, 1992	Commodore Bujaria Visits Ship. Ship Conducts Safety Standdown.
Jan 20, 1992	Observed Martin Luther King, Jr. Holiday. Speeches and Prayer Service held on the Messdecks.
Jan 23, 1992	Underway from Guam to Subic Bay, P. I.
Jan 26, 1992	Arrive Subic Bay, P. I. One Day Early. Commenced Loading Stores to Facilitate Move to Full Service Pier
Jan 28, 1992	Berth Shift from Supply Pier to Full Service Pier. Commenced Loading to support Subic Bay Drawdown.
Feb 07, 1992	Underway from Subic Bay to Guam
Feb 10, 1992	Arrive Guam at X-Ray Pier to Unload Stores
Feb 11, 1992	Berth Shift to Sierra Pier
Feb 15, 1992	Underway from Guam to Subic Bay
Feb 19, 1992	Arrive Subic Bay. Rear Admiral Tobin Comes Aboard to Tour Ship. Addresses Officers and Crew on Historic Drawdown of Subic Bay Naval Base and the USS WHITE PLAINS Role.
Feb 22, 1992	Underway from Subic Bay to Yokosuka, Japan.
Feb 27, 1992	Arrive Yokosuka
Feb 29, 1992	Underway from Yokosuka to Guam
Mar 03, 1992	E-4 Examination held on Messdecks

Mar 04, 1992	Ship Conducts Physical Readiness Test
Mar 05, 1992	E-5 Examination held on Messdecks
Mar 10, 1992	E-6 Examination held on Messdecks
Mar 12, 1992	Underway from Guam to Subic Bay
Mar 15, 1992	Arrive Subic Bay for Historic Last Port Call
Mar 19, 1992	Underway from Subic Bay for Last Time. USS WHITE PLAINS Played a Major Role in Massive Subic Bay Naval Base Drawdown. Conducted Moor to a Buoy and Precision Anchorage as Graded Exercises.
Mar 24, 1992	Arrive Yokosuka to Unload Subic Stores
Mar 27, 1992	Underway from Yokosuka to Hong Kong
Apr 02, 1992	Anchor Outside Hong Kong due to Heavy Fog
Apr 03, 1992	Arrive Hong Kong for Liberty. Moored to Buoy.
Apr 06, 1992	Shifted Berths from Buoy to Pier to Facilitate Repair to Main Feed Tank and Receive Additional Feedwater.
Apr 08, 1992	Underway from Hong Kong to Yokosuka
Apr 12, 1992	Arrive Yokosuka
Apr 19, 1992	Easter Worship Services Conducted
May 06, 1992	Underway from Yokosuka for Guam
May 09, 1992	Arrive Guam
May 11, 1992	Planned Maintenance Availability 1992 Starts
May 13, 1992	Shifted Berths to November Pier
May 20, 1992	Admiral Perkins Conducts Admiral's Call at Base Theater
May 21, 1992	Shifted Berths to Lima Pier
May 22, 1992	Picnic held at SRF Softball Field. SRF is Invited to Participate.
Jul 02, 1992	Fourth of July Picnic held at Gab Gab Beach
Jul 28, 1992	MTT Phase I

Aug 11, 1992	Command Conducts Sexual Harassment Training at Base Theater for Section 1, 3, and 4 Personnel
Aug 12, 1992	Command Conducts Sexual Harassment Training at Base Theater for Section 2 Personnel
Aug 19, 1992	COMNAVSURFPAC Vice Admiral Bennett Tours the Ship. Addresses Officers and Crew Concerning Sexual Harassment Policies, Navy Downsizing and the WHITE PLAINS Combat Mission.
Aug 28, 1992	Typhoon Omar Strikes Guam. Ship is Separated from Lima Pier at 1856. Approximately 1903, the Ship was driven aground on Polaris Point by 100 knots plus winds.
Aug 29, 1992	Commenced Assessment of Typhoon Damage.
Sep 01, 1992	USS WHITE PLAINS Freed from Polaris Point at 1038.
Sep 02, 1992	COMLOG WESTPAC Rear Admiral Ron Tucker Visits Ship to Assess Typhoon Damage. Ship Goes to Three Section Duty.
Sep 04, 1992	Ship Shifts to Normal Electric Power
Sep 11, 1992	Sexual Harassment Training Held for Stragglers
Sep 16, 1992	Chief Petty Officer Initiation Held in the Chief's Mess
Sep 21, 1992	Conducted Semi-Annual Physical Readiness Test
Oct 05, 1992	MTT Phase I
Oct 10, 1992	Picnic held at Gab Gab Beach
Oct 11, 1992	Government of Guam Invites Ship's Officers and Crew to Picnic at Ypao Beach as Thanks for Typhoon Omar Relief Efforts
Oct 17, 1992	USS San Jose Returns from Deployment. WHITE PLAINS Provides Assistance in Welcome Home Party.
Oct 21, 1992	Typhoon Brian Hit Guam
Oct 27, 1992	Mock Light-Off Examination
Nov 02, 1992	Typhoon Elsie Hits Guam
Nov 03, 1992	Light-Off Examination Commences
Nov 07, 1992	Light-Off Examination Ends Unsuccessfully

Nov 13, 1992	Ship Enters Drydock
Nov 18, 1992	Typhoon Hunt Hits Guam
Nov 21, 1992	Ship Exits Drydock in Preparation for Typhoon Gay
Nov 23, 1992	Typhoon Gay Hits Guam
Nov 26, 1992	Thanksgiving Dinner held on Messdecks
Nov 30, 1992	Ship Enters Drydock
Dec 01, 1992	MTT Conducts Training
Dec 07, 1992	Ship Conducts Pre-Deployment Brief at Naval Station Chapel
Dec 19, 1992	Ship hosts Children's Christmas Party at Naval Station Youth Center
Dec 23, 1992	Ship Christmas Party at Club Mocambo
Dec 24, 1992	Holiday Routine Begins
Dec 25, 1992	Christmas Day Celebrated. Dinner Held on Messdecks.
Dec 28, 1992	Holiday Routine Ends
Dec 30, 1992	Ship Exits Drydock
Dec 31, 1992	New Year's Eve

1992 was a year of triumphs, farewells, and natural disasters. Coming off a very successful Arabian Gulf deployment, the USS WHITE PLAINS prepared to assist in the massive drawdown of Subic Bay Naval Base. On 26 January, the supply effort began. Over 1200 pallets were loaded in a 24 hour time period. In addition, heavy equipment and supplies were removed from the base. The final work package submitted to Ship Repair Facility Subic Bay was completed. A quick transit to Yokosuka, Japan to unload the Subic supplies and then the WHITE PLAINS headed back to Guam. After a nine-day respite in Guam, the ship made the transit back to Subic Bay for the final visit in a glorious history of visits to the former Spanish colony. The load out went very smoothly. On 19 March 1992, the USS WHITE PLAINS bid farewell to Subic Bay. Another run back up to Yokosuka to unload stores before the ship was off to Hong Kong for much needed liberty. The ship was in Hong Kong for four days before a problem with a feedwater tank and feed line forced the ship to go pierside. The line was repaired and the ship was underway again three days later to Yokosuka. In Yokosuka, the ship received several schools to train personnel and raise their level of knowledge. After three weeks, a stuck astern throttle valve and problems with the emergency diesel generator delayed the ship from getting underway for six days. The problems were corrected and the WHITE PLAINS was headed back home to Guam.

Shortly after arriving in Guam, the ship defueled, stores were off-loaded, and plans were made in preparation for an extensive and comprehensive Planned Maintenance Availability (PMA). The PMA was well organized and ship's force surpassed expectations completing numerous repairs expeditiously. The ship was preparing for a September Light-Off Examination with high hopes and aspirations.

On 28 August 1992, the worst storm to hit Guam in twenty-five years, typhoon Omar, arrived in all its fury. We listened early in the morning as one of our sister ships, the NIAGARA FALLS, was ripped from her moor and sent across the harbor. We weathered the first half of the storm relatively intact. As the eye of the storm passed over, some of our mooring lines that had snapped were replaced in preparation for the second half of the storm. The winds shifted from coming off our bow to coming off our port quarter, then rapidly increased in velocity and strength exceeding the limits of our anemometers at over 100 knots. At 1843, a loud bang was heard striking the exterior side of the hull. The ship moved suddenly and required all hands to man their watch stations. The bow of the ship had turned into and hit the pier. General Quarters was sounded and personnel quickly manned repair lockers. At 1856, it was determined the WHITE PLAINS had separated from her moor at Lima Pier. With no radars, no main engines and visibility at less than fifty feet we could only guess which way the ship was heading. The word was passed over the ILC, "Prepare for collision!" A little bump and some grinding, and the damage had been done. The USS WHITE PLAINS went soft aground on Polaris Point. The ship ballasted down in an attempt to prevent coming off with no means of propulsion. Calculations were completed, computer designed models were prepared, and a great deal of planning went in to pull the ship off the rocks. At 1038 on 01 September, the ship was freed. One of the propeller blades was bent and the rudder had been lifted up. The island was devastated and the Light-Off Examination would be delayed.

Disaster relief efforts were underway when we arrived pierside. Various parts of the island were without water and power. Commercial generators were being sold at two to three times their original purchase price off base. The

ship's diesel generator had supplied power for five days straight, but was needed for an additional three days. The Navy paid partial Temporary Lodging Allowance to personnel living on and off base who had no electrical power. For some people, it was a matter of days. For others, weeks. The new boss, Rear Admiral Tucker, visited the ship and the island to assess storm damage on 02 September. The ship went into three section duty to support preparations for the upcoming Light-Off Examination.

With ongoing preparations for an obviously delayed Light-Off Examination, the ship recovered. Three weeks after typhoon Omar, as repairs were coming together, another tropical storm, Zack, was headed toward Guam. A mooring plan based on computer generated models was developed. The ship implemented the new and improved typhoon moor and readied the crew for the storm. This moor used on all subsequent storms - included use of 14 seven inch double-braided nylon lines - all "doubled up". Additionally, a bow and stern anchor (15,000 lbs) with five shoots of chain attached outboard at 45 degree angles to the pier. About 500 miles from Guam, the storm stalled and dissipated. However, it was evident that a trend was forming with Guam being the recipient of more storms to come.

Eight weeks after typhoon Omar hit, typhoon Brian began it's trek toward the Marianas Islands. Expected to be comparable in size and strength, typhoon Brian was not very powerful. It hit Guam on 21 October with steady winds at 75 knots, a mere breeze compared to Omar. Ten days later, on the eve of the Light-Off Examination, tropical storm Elsie began her course toward Guam. On 02 November, Elsie hit Guam with steady winds at 70 knots. The monotony of storm preparations was going to play a major effect on the Light-Off Examination.



On 03 November, the Light-Off Examination began. Major and minor discrepancies were noted and repaired as quick as possible. Main Space Fire Drills were conducted and Administrative programs were reviewed. On 06 November, the examination was declared unsuccessful.

Work on major discrepancies began including a major implementation of a Quality Assurance plan as well as a major search for black-oxide coated brass threaded fasteners in Main Steam piping. In addition, the ship needed to enter drydock to remove and replace the ship's propeller as well as work on the rudder post. On November 17, typhoon Hunt threatened Guam as it formed only 350 miles to the Southwest. Within 24 hours, before the ship could exit drydock, the winds associated with typhoon Hunt hit Guam. The ship weathered the storm in the drydock basin. Winds were in the 75-80 knot range. Behind typhoon Hunt loomed another tropical storm that would be upgraded to typhoon and eventually, super typhoon. With winds exceeding 200 knots, typhoon Gay became the third largest typhoon in recorded history.. USS WHITE PLAINS could not withstand a storm of that magnitude while in drydock, especially considering the damage left by typhoon Omar. On 21 November, the ship exited the drydock. Fortunately, typhoon Gay dissipated only a few hours prior to the time the eye was to have passed over Guam. Typhoon Gay was not destructive with winds in the 75-80 knot range. Two days later, the officers and crew had a lot to be thankful for. Thanksgiving was celebrated after weathering six typhoons with no loss of life or major injuries.

The ship entered drydock on 30 November to finalize repairs to the propeller and rudder. Preparations for the Light-Off Re-examination were underway. The ship's Christmas Party was held on 23 December at Club Mocambo. The holiday routine period ran from 24 to 27 December. Repairs on the

propeller and rudder were completed and the ship exited drydock on 30 December. Finally, the year 1992 ended.

SUPPORTING DOCUMENTS

Encl: (1) Commanding Officer's Biography  
Encl: (2) Commanding Officer's Picture  
Encl: (3) Ship's Photograph (head on)  
Encl: (4) Ship's Photograph (Grande Island, Subic Bay, RP in background)

Captain Weber was born in (b) (6) Texas. He received a Bachelor of Science Degree in Commerce from the University of Virginia in 1969 and was commissioned through the NROTC Program.

Following designation as a naval aviator in April 1971, Captain Weber entered replacement pilot training in the RA-5C Vigilante and completed carrier deployments in RVAH-9 aboard USS FORESTALL (CV 59) and USS INDEPENDENCE (CV 62). His first shore tour was as a flight instructor in the TA-4J Skyhawk at NAS Kingsville, Texas, where Captain Weber also earned a Master of Arts Degree in Management from Webster College. Upon transitioning to the A-6E Intruder in 1978 at VA-42 in Virginia Beach, Virginia, Captain Weber served in VA-85 aboard USS FORESTALL. He returned to VA-42 as an instructor and then served as the Readiness Officer for Commander, Medium Attack Wing ONE. His next sea tour was in 1983 in CVW-3 aboard USS JOHN F. KENNEDY (CV 67), followed by a tour as Executive Officer and Commanding Officer of VA-55 aboard USS CORAL SEA (CV 43) where he participated in strikes against Libya. In 1986, Captain Weber reported to VA-42 as Commanding Officer, followed by a tour on the staff of Commander, Naval Air Force, U.S. Atlantic Fleet. In 1989 he reported to USS AMERICA (CV 66) as Executive Officer.

Captain Weber assumed command of USS WHITE PLAINS (AFS 4) on 20 August 1991. During the past two years USS WHITE PLAINS completed an Arabian Gulf deployment, served as the primary AFS supporting the Naval Station Subic Bay historic draw-down, completed an extended planned maintenance availability and recently participated in Team Spirit '93. The ship will soon deploy again to the Arabian Gulf.

Captain Weber has been accompanied in Guam by his wife, (b) (6) and daughters, (b) (6). His next assignment is Executive Assistant to the Supreme Allied Commander, Europe, in Casteau, Belgium.